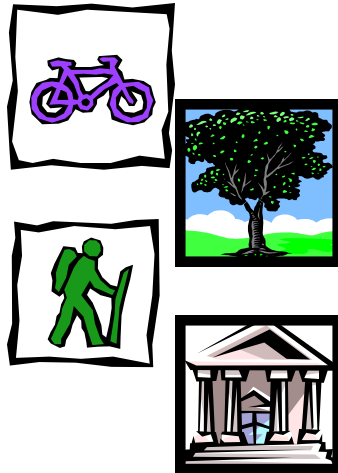




## Miami-Dade Metropolitan Planning Organization

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## Miami-Dade Metropolitan Planning Organization



## Transportation Enhancement Program (TEP)



## Transportation Enhancement Program Overview

The Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991, created the Transportation Enhancement Program (TEP). ISTEA required that 10% of federal funds distributed to states through the Surface Transportation Program be dedicated to transportation "enhancements". This program is for projects that are related to the transportation system but are beyond what is normally provided in transportation projects. TEP is not a grant program, rather projects are undertaken by project sponsors, and eligible costs are reimbursed. Eligible projects must fit into one of twelve categories:

- \* Facilities for pedestrians and bicycles
- \* Safety activities for pedestrians and bicyclists
- \* Acquisition of scenic easements and historic sites
- \* Scenic highway programs and welcome center facilities
- \* Landscaping and scenic beautification
- \* Historic preservation
- \* Rehabilitation and operation of historic transportation structures
- \* Preservation of abandoned railway corridors (including the conversion to multi-use paths)
- \* Control of outdoor advertising
- \* Archaeological planning and research
- \* Environmental mitigation of highway runoff and vehicle-caused wildlife mortality
- \* Establishment of transportation museums

Applications for transportation enhancement projects must be submitted by a sponsor that is a recognized government body or agency with the ability to enter into a binding contract with the State of Florida. Sponsors must fall into the following categories: a municipal government (city or town), a county government, a state agency, a federal agency or an Indian Tribal Council.

The sponsor must be willing to: (1) provide any funding match that may be required; (2) enter into any required maintenance agreements with the Department; and/or (3) support other actions necessary to fully implement the proposed project. The sponsor is usually the organization that owns and/or operated the completed project. Applications for funding may be developed by incorporated non-profit groups such as a historic preservation society, for example. All applications, however, must have a sponsor as previously described.

Each year new applications for TEP projects are prioritized by the MPO Governing Board and sent to FDOT for funding. The MPO's review process gives priority to projects that improve bicycle/pedestrian safety; improve intermodal linkages; improve quality of life; improve the environment; reduce the need for motor vehicle trips; and improve the mobility of disadvantaged groups. TEP projects are also reviewed by the MPO's Citizen's Transportation Advisory Committee (CTAC), Bicycle/Pedestrian Advisory Committee (BPAC) and Transportation Aesthetics Review Committee (TARC).

## Many projects have been completed under the Transportation Enhancements Program

**I-95 Landscaping: NW 54 St to NW 69 St/ NW 119 St to NW 129 St**

**Cost: \$170,000**

**Constructed: 1993**

**FM #251673/251675**



**US-1 Busway Landscaping: SW 112 Ave to S. Dadeland Blvd.**

**Cost: \$1,420,000**

**Constructed in 1995**

**FM #249934**



**Miami Springs/Virginia Gardens Bike Path: Ludlum & Miami Canals**

**Cost: \$230,000**

**Constructed in 1996**

**FM #251249**



**MacArthur Causeway Landscaping Watson Island to E. Channel Bridge**

**Cost: \$1,500,000**

**Constructed in 1994**

**FM #249799**



**Venetian Causeway Bridge Restoration**

**Cost: \$19,500,000**

**Constructed in 1996**

**FM #251159/251187**



**Bike Racks on Miami-Dade Transit Buses**

**Cost: \$168,000**

**Constructed: 2002**

**FM #410574**



In addition to the projects that have been completed, over \$20 million has been programmed by the FDOT for TEP projects in Miami-Dade County. Other projects that have been funded include:

* SW Homestead Sidewalks	\$97,674
* Miami River Landscaping: Miami Springs	\$90,000
* SW 48 St Bike Lanes: MDPW	\$392,000
* North Beach Corridor: Miami Beach	\$841,010
* Arcola Neighborhood SW: MDPW	\$433,264
* South Dade Greenways Network: MDPW	\$5,125,000
* Metromover-Bayside Promenade: MDCC	\$875,700
* Fort Dallas Riverwalk: Miami	\$1,260,000
* Lummus Park Riverwalk: Miami	\$900,000
* North Miami Sidewalks	\$1,200,000
* Homestead Urban Transit Village	\$250,000
* Dade Blvd Bike Path: Miami Beach	\$1,531,000
* Riverwalk Extension: Miami	\$1,000,000
* North Beach Corridor 2: Miami Beach	\$900,000
* Miami Circle Scenic Easement:	\$1,000,000
* Venetian Causeway Improvement: Miami/Miami Beach	\$2,000,000
* Biscayne/Black Creek Trail: M-D Parks	\$1,000,000
* Dadeland North-South Connection: MDT	\$1,000,000
* Beachwalk Greenway Phase 2: Miami Beach	\$1,000,000
* Snake Creek Bikepath Phase 2: North Miami Beach	\$247,600
* Opa-Locka Historic Train Station	\$150,000

For more information on the Miami-Dade MPO's Transportation Enhancement Program contact David Henderson, Program Coordinator, at 305-375-1647 or by E-mail at davidh@miamidade.gov.